



# City of Tukwila

Washington

Ordinance No. 2222

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, ADOPTING THE WALK AND ROLL PLAN -- THE CITY'S NON-MOTORIZED FUNCTIONAL PLAN -- AND ADOPTING COMPLETE STREETS PRINCIPLES; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, a plan and guiding principles and practices are needed so that transportation improvements are planned, designed and constructed to allow and encourage walking, bicycling and transit use while promoting safe operations for all users; and

**WHEREAS**, City policy, as stated in the Tukwila Comprehensive Plan, is to encourage walking, bicycling and transit use as enjoyable modes of transportation, that are safe, convenient and widely available for all people; and

**WHEREAS**, the City engaged in a multi-year planning process that involved residents; employees; employers; bicycle organizations; transportation demand management groups; adjacent cities; the Washington State Department of Commerce, Trade, and Economic Development; and the Tukwila Parks and Planning Commissions; and

**WHEREAS**, a Complete Streets guiding principle is to design, operate and maintain Tukwila's rights of way to promote safe and convenient access and travel for all users -- pedestrians, bicyclists, transit riders, and people of all abilities and ages, as well as freight and motor vehicle drivers; and

**WHEREAS**, adherence to Complete Streets principles will result in a more equitable transportation system by providing for all transportation users; and

**WHEREAS**, other jurisdictions and agencies nationwide, including the U.S. Department of Transportation; numerous state transportation agencies; and the cities of San Francisco, Sacramento, San Diego, Boulder, Kirkland, Issaquah, Seattle and Portland have adopted Complete Streets legislation; and

**WHEREAS**, the Tukwila Department of Public Works will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for pedestrians, bicyclists, transit, automobiles and freight in a manner consistent with, and supportive of, the surrounding community; and

**WHEREAS**, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited to, pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities; and

**WHEREAS**, the City of Tukwila's Department of Public Works will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets,

including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced; and

**WHEREAS**, Ordinance No. 1783 authorizes the City of Tukwila Public Works Department to create and amend standards for the design and construction requirements of public facilities, including street improvements; and

**WHEREAS**, the Complete Streets principles are an important component in implementing the Tukwila Walk and Roll Plan, the non-motorized plan for the City; and

**WHEREAS**, a Capital Facilities list, attached hereto as Exhibit B, prioritizes implementation of the non-motorized projects identified within the Walk and Roll Plan; and

**WHEREAS**, a public hearing was held before the City Council on July 21, 2008 to consider comments on the draft Walk and Roll Plan; and

**WHEREAS**, an environmental analysis was conducted in compliance with the State Environmental Policy Act and a Determination of Non-significance was issued on September 22, 2008;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:**

**Section 1.** The City's non-motorized transportation plan – the Walk and Roll Plan – is hereby adopted, is fully incorporated herein and attached hereto as Exhibit A.

**Section 2.** The Bicycle Friendly Routes map in the Walk and Roll Plan shall replace the "Category 1" map in the City's adopted Transportation Plan.

**Section 3.** The City's "Development Guidelines and Design and Construction Standards" shall be revised to contain infrastructure design and a hierarchical decision-making design process as outlined in the Walk and Roll Plan.

**Section 4.** Tukwila's Public Works Department will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.

**Section 5.** Tukwila's Public Works Department will incorporate Complete Streets principles into: the department's Infrastructure Design and Construction Standards, Transit Plan, Walk and Roll Plan, Transportation Plan and other plans, manuals, rules, regulations and programs as appropriate.

**Section 6.** Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will continue to be accommodated on appropriate corridors within the City. Complete Street improvements may also be considered that are consistent with freight mobility.

**Section 7.** Except in unusual or extraordinary circumstances, Complete Streets principles will not apply:

1. to ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes);
2. where other comparable means are available to more effectively support the users;

3. where factors indicate an absence of current and future need;
4. where inclusion would be contrary to public safety;
5. where cost would be excessively disproportionate to the probable future use or need; and
6. where establishment would violate Comprehensive Plan policies and the Walk and Roll Plan.

**Section 8.** The Walk and Roll Plan and Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor and City Council's intent that all sources of transportation funding be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement this plan in accordance with Complete Streets principles.

**Section 9.** The most recent versions of the Transportation Plan and the Parks and Open Space Plan are hereby amended to include the Walk and Roll Plan, which shall supplement the capital facility projects identified in those respective plans. The projects identified in the plan may be implemented through Parks and Open Space funding.

**Section 10. Severability.** If any section, subsection, paragraph, sentence, clause or phrase of this ordinance or its application to any person or situation should be held to be invalid or unconstitutional for any reason by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this ordinance or its application to any other person or situation.

**Section 11. Effective Date.** This ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force five days after passage and publication as provided by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON,  
at a Regular Meeting thereof this 20<sup>th</sup> day of January, 2009.

ATTEST/AUTHENTICATED:

Christy O'Flaherty  
Christy O'Flaherty, CMC, City Clerk

Jim Haggerton  
Jim Haggerton, Mayor

APPROVED AS TO FORM BY:

[Signature]  
Office of the City Attorney

Filed with the City Clerk: 1-14-09  
Passed by the City Council: 1-20-09  
Published: 1-24-09  
Effective Date: 1-29-09  
Ordinance Number: 2222

Attachment: Walk and Roll Plan – Exhibit A  
Capital Facilities List – Exhibit B

**Ordinance No. 2222, dated 1/20/09  
adopts by reference:**

*City of Tukwila's Non-Motorized Plan  
December 2008  
Walk and Roll*

This document is available upon request  
from the City Clerk's Office.

Nonmotorized  
Capital Facility List  
2009 - 2012

Exhibit B

Project Title		CIP Page #
Bicycle Routes Design Report (07-RW04)	\$75,000 - \$150,000	42
Sidewalk Segments Design Report and PS&E (07-RW04)		42
<b>Bike Facilities</b>		
Bicycle Route Signage	\$50,000	42
Bike Lanes - Tukwila International BL (TIB) Phase 4 (116 St - BAR) 90-RW05		56
Bike Lanes - TIB Phase 2 & 3 (95-RW03 & 95-RW04) (S. 138 St. - S. 116 St.)		
East Marginal Way (EMW) north City limits to Interurban Ave. S. (89-RW05 partial)		52
Boeing Access Road - S. Ryan Way (partially construct as part of bridge replacement)	\$25,000	34
42 AV S. from S. 160 Str. To EMW		
S. 112 St - Green River to EMW		
S 115 St/42 Av. S./Macadam Rd. S/ 51 Av. S./Klickitat		
S 125 St - 50 Place S.		
S 130 St. - Macadam Rd. S. to Military Rd. S.		
37 Av S/ 135 St. - TIB to Military Rd. S.		
144 St. S. TIB to Macadam Rd. S.		
S 160 St		
52 Av S/53 Av S / Macadam Rd S		
Southcenter BL - 53 Av. S to Green River Trail (04-RW-06)	\$0	60
"S" and "T" Line Bridges and Tukwila Parkway		
Andover Park East		
Baker BL		
S 168 St. (Pond Drive) (84-RW08)	\$0	62
Minkler BL		
S 180 St		
Orillia Rd (expand/improve existing bike facilities)		
S 200 St. (expand/improve existing bike facilities)		
<b>Paved Multi-Use Trails</b>		
West Marginal Plan (extend Green River Trail to northern limits of PAA)		
Duamish Riverbend Hill to Airport Way		
Two Rivers Trail Connector (07-PK01)	\$23,000	17
Southcenter BL to 51 Av S.		
Railroad Spur: Interurban trail through Southcenter		
West Bank Green River Trail extension - south of S 180 St.		
<b>Unpaved Multi-Use Trails (99-PK04)</b>		
Cascade View Neighborhood	\$37,166	13
McMicken Neighborhood	\$37,166	13
Riverton & Foster Neighborhood	\$37,166	13
Ryan Hill, Allentown & Duamish Neighborhoods	\$37,166	13
Thorndyke Neighborhood	\$37,166	13

**Nonmotorized  
Capital Facility List  
2009 - 2012**

**Exhibit B**

Tukwila Hill Neighborhood	\$37,166	13
<b>Sidewalks</b>		
S 152 <sup>nd</sup> Street (b/w TIB & 42 AV S)		
S 146 <sup>th</sup> Street (b/w TIB & 47 Av S)		
S 144 <sup>th</sup> Street (south side of street b/w TIB & 51 <sup>st</sup> Ave S)		
S 140 <sup>th</sup> Street (b/w TIB and 46 Av S)		
53 <sup>rd/ 52nd</sup> Ave S (b/w S 139 <sup>th</sup> St & Interurban AV S)		
53 Av S (b/w S 144 St and S 139 ST)		
S 130 <sup>th</sup> Street (from Tukwila International Blvd to Macadam Rd S)		
S 141 <sup>st</sup> Street (b/w TIB & 42 AV S)		
S 148 Street (b/w TIB and 46 Av S)		
S 142 <sup>nd</sup> Street (b/w TIB & 37 AV S )		
Macadam Rd S (b/w S 150 <sup>th</sup> Street & S 144 <sup>th</sup> Street)		
Klickitat Dr b/w 53 AV. S. & SR 518 - <i>(there is a separated walkway from 53<sup>rd</sup> Ave S to Tukwila's Urban Center on the southwest side of the street) This segment involves limited access WSDOT ROW &amp; will require special permission.</i>		

SUMMARY OF  
Ordinance No. 2222

City of Tukwila, Washington

On January 20, 2009 the City Council of the City of Tukwila, Washington, adopted Ordinance No. 2222, the main points of which are summarized by its title as follows:

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, ADOPTING THE WALK AND ROLL PLAN -- THE CITY'S NON-MOTORIZED FUNCTIONAL PLAN -- AND ADOPTING COMPLETE STREETS PRINCIPLES; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

The full text of this ordinance will be mailed upon request.

Approved by the City Council at a Regular Meeting thereof on January 20, 2009.

  
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Christy O'Flaherty, CMC, City Clerk

Published Seattle Times: January 24, 2009.